ato
AIR TRAFFIC ORGANIZATION

Quarterly Report to Congress

Status of NY/NJ/PHL Metropolitan Airspace Redesign

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Funds Expended to Date

- FY99 $3.0M
- FY00 $6.6M
- FY01 $8.5M
- FY02 $12.5M
- FY03 $8.5M
- FY04 $6.5M
- FY05 $4.0M

Portion of funds used for enabling projects in neighboring regions. From FY01 forward, Congressional language has fenced funds for NY/NJ/PHL Redesign only.

Approximately 30% of funds used to pay for environmental contracts

- Total through January 2005: $46.9M

Background: Objectives of NY/NJ/PHL Redesign

- Increase Efficiency
  - Reduce Delays
  - Meet Projected Demands
  - Improve User Access to the System
  - Expedite Arrivals and Departures
  - Increase System Flexibility
  - Balance Workload
  - Accommodate Evolving Technologies
- Enhance Safety
  - Develop Operationally Viable Airspace
  - Reduce Complexity

Background: Purpose and Need

- Purpose
  - Increase efficiency and reliability of the air traffic system through the adjustment of traffic flows in the New York/New Jersey and Philadelphia areas to accommodate new technologies and reduce delays
- Need
  - Maintain Safety
  - Respond to Increasing Aviation Growth
  - Mitigate Mounting Delays

Background: Commitment to Community

- As part of our commitment to neighboring communities, the following techniques to reduce aircraft noise and other potential environmental impacts are being considered:
  - Increase Altitudes
  - Disperse or Concentrate Tracks, where appropriate
  - Use Advanced Navigation
  - Reduce Flying Time
  - Overfly Less Noise-Sensitive Areas, where feasible

Progress to Date:

- Project charter and requirements determination — Complete
  - Problem definition
- Design process — Complete
  - Concept development
  - Alternatives definition
- Scoping with communities — Complete
- Operational analysis — Complete
- Environmental analysis — Ongoing
- Preparation of DEIS — Ongoing
- Publication of DEIS — Fall 2005

- Preparation and publication of FEIS
- Record of Decision
- Implementation

Progress to Date: Summary

- Sectorization and workload issues are being addressed.
- The operational analyses for the designed alternatives are complete. Additional operational refinements and analyses may be required.
- Baseline and Future No Action Alternatives preliminary noise analyses are complete. Noise analyses for other alternatives are underway.
- Analysis of the other twenty environmental categories is dependent upon results of noise modeling.

Detailed Discussion of Components

Baseline	• Used to compare alternatives against current conditions	• Complete
Future No Action	• Required by NEPA	• Operational modeling is complete • Validation is complete • Noise modeling is complete • Additional environmental analyses are ongoing
Modifications to Existing System	• Based on existing airspace boundaries • Minor changes to existing routes • Leverages new technologies, not dependent on ground-based navigational aids	• Design is complete • Operational modeling is complete • Validation is complete • Noise modeling and additional environmental analyses are ongoing
Ocean Routing	• Based on proposal from New Jersey Citizens Against Aircraft Noise (NJCAAN) utilizing existing airspace boundaries • Moves Newark (EWR) southbound departures over water • Little or no change to other routes	• Design is complete • Operational modeling is complete • Validation is complete • Noise modeling is ongoing • Additional environmental analyses to follow noise modeling
Integrated Airspace	• Based on expanded and integrated airspace • Simplified arrival routes and increased departure routes • Flexible and adaptable	• Design is complete • Operational modeling is complete • Validation is ongoing • Noise modeling and additional environmental analyses to follow validation